

**CONFIDENTIAL**  
CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

REPORT 

CD NO.

COUNTRY, USSR (Ukraine)

DATE DISTR 9 NOV 49

SUBJECT Airfield at Ivanovka

NO. OF PAGES 3

PLACE  
ACQUIRED**RETURN TO CIA LIBRARY**

25X1

DATE OF INFO.

25X1

25X1

NO. OF ENCLS.  
(LISTED BELOW)SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE  
OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT OF  
U. S. C. 51 AND 52, AS AMENDED. ITS TRANSMISSION OR THE REVELATION  
OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRO-  
HIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The village of Ivanovka is located in the vicinity of the small town of Khristinovka (48°50'N, 29°47'E), a station on the Kiev-Kremenchug railroad line.\* From Khristinovka a single-track branch railroad leads to Ivangorod (48°48'N, 29°50'E), 3 - 4 kms northeast of which is Ivanovka. Through Ivanovka flows a small river which is dammed to form a lake covering an area of about three hectares. On the lake is a water turbine, the largest in the region.

25X1

2. In the small village of Ivanovka,  huge military buildings under construction and a large corrective labor camp (ITL). The construction, he learned, was a military airfield.
3. The airfield was on a huge plain about 2 km northeast of the village, on the left side of the road as one goes from Ivanovka. On the right side of the road was the concentration camp. Four kilometers east of the airfield was a newly constructed storage dump for aerial bombs and munitions.
4. Construction of the concrete runway of the airfield had already begun in 1941. The work was interrupted by the German advance, and the unfinished runway was demolished by the retreating Soviets. Construction was resumed after 1946 and the runway was completed  in November 1948. It was expected that the airfield would be completed and ready for air force occupancy by 1 May 1949.

25X1

5. All construction work was performed by manual labor; the only machines used were concrete mixers. For example, granite blocks which came from the southern Ukraine were broken by prisoners, using 7kg hammers, into cubes about 10 x 10 x 10 cm. They were then placed in a pile and another group of prisoners, using 1kg hammers, broke them into cubes measuring about 4 x 4 x 4cm. The cubes were then screened, rinsed, and brought to the concrete mixers. Mixed concrete was transported by wheelbarrow 200 - 400 meters from the concrete mixers to the runway, where it

**WARNING NOTICE: THIS DISTRIBUTION LISTING MUST BE  
CONFIDENTIAL BEFORE PUBLIC RELEASE OF THIS DOCUMENT.**

CLASSIFICATION		DISTRIBUTION	
STATE	<input checked="" type="checkbox"/> NAVY <input checked="" type="checkbox"/> NSRB		
ARMY	<input checked="" type="checkbox"/> AIR <input checked="" type="checkbox"/> FBI		

This document is hereby regraded to  
CONFIDENTIAL in accordance with the  
letter of 16 October 1978 from the  
Director of Central Intelligence to the  
Archivist of the United States.

Next Review Date 2008

Document No.

NO CHANGE in ( )

DECLASSIFIED BY

Class. CHANGED BY

DDA MODIFIED BY

Auth: DDA

Date: 2005/12/23

Approved For Release 2005/12/23 : CIA-RDP82-00457R003500030005-9

VOID

25X1

CONFIDENTIAL  
CENTRAL INTELLIGENCE AGENCY

- 2 -

was poured into wooden molds. This work was performed exclusively by women prisoners. After the mold was filled, the concrete was packed down and smoothed. The molds themselves were placed on a previously prepared base, which in turn rested on a 10cm-thick bed of sand. The cement was delivered from a factory in Zdelbunov, near Rovno (western Ukraine).

6. The entire surface of the runway,\*\* measuring 2,500 x 1,000 meters, was made of concrete octagons, 105cm long on each side and about 20cm thick. The space between octagons was about 2cm wide and was filled with pitch. The surface was slightly uneven and was equipped with pipes for the drainage of water (see sketch 4). The runway was painted green and splashed with brown spots.
7. At the northern end of the runway, the foundations for four hangars were under construction. Structural iron, delivered from factories in Zaporozhe and Dnepropetrovsk, were already stored at the work site.
8. On both sides of the runway were stored large quantities of brick and granite. The brick was designated for military barracks which were to be built between the real and the decoy airfields (see sketches 1 and 2). In Ivanovka itself, some buildings had been or were being built, presumably as dwellings for the families of the future personnel of the airfield.

9. The dump for aerial bombs and munitions was located about 4km west of the airfield, on the left side of the road as one goes from Ivanovka [redacted]

25X1

munitions transports had been arriving constantly at the Ivangorod railway station since June 1948. The munitions were moved from the station to the dump under MVD escort by caterpillar tractors, type Ghelyabinsk, capable of carrying up to five tons [redacted]

25X1

25X1

10. The gasoline and oil supply depot of the airfield was the former gasoline depot of the motor-tractor station, which was rebuilt and enlarged by the addition of some new gasoline storage tanks dug into the ground. The electric power for the construction was delivered from the hydroelectric station at Zaporozhe through the transformer station at Khristinovka. There was no water either at the construction site or in the concentration camp. Water was pumped from the river through a pipe line by a tractor-driven pump. Frosty weather during the last days of November 1948 interrupted the pouring of concrete but did not interfere with the digging of earth for the foundations of military barracks.

11. The construction of the Ivanovka airfield was directed by the Kiev Military District (KVO). The field was one of several which were under construction in the Rovno, Tarnopol, Stanislavov, Vinnitsa, and Kiev areas. It is believed that another airfield was under construction at Khristinovka [redacted]

25X1

25X1

12. The manager of the construction was a military engineer [redacted]

25X1

25X1

[redacted] The construction was often visited by military specialists and by students from technical colleges in Kiev.

13. Almost all construction work was performed by prisoners. In the corrective labor camp there were about 2,000 inmates, mostly former Ostarbeiter, in November 1948. About 25 percent of them were women, and all worked 10-12 hours a day. The camp was subordinate to the administration for corrective labor camps in Kiev. The prisoners lived in earthen bunkers which they themselves built; each bunker was occupied by a labor brigade consisting of 40 prisoners. The camp was surrounded by a double barbed wire fence, around which at 100-meter intervals were watch towers manned night and day by MVD sentries. At night the sentries maintained communication with each other by means of whistles and the entire camp area was flooded by bright electric lights.

25X1

25X1

[redacted] the wire fence was electrified at night. In addition to forced labor, a limited number of free-contract workers were employed on the construction, mostly as horse- and motor-vehicle drivers.

CONFIDENTIAL

**CONFIDENTIAL**  
CENTRAL INTELLIGENCE AGENCY

- 3 -

14. The construction as well as the corrective labor camp were guarded by one company of MVD troops which was quartered in three specially built military barracks near the camp (see sketch 1). As there was insufficient room for the men in the barracks, part of the company was billeted in the village. The unit, which numbered 180 - 200 men, was called "special task company" (рота особого поручения) and belonged to an MVD battalion stationed at Uman. The men wore dark blue caps with raspberry bands and bright blue edgings. The company's duty also included the guarding of the aerial bomb and munitions storage dump. Entry of unauthorized persons to the construction site was strictly prohibited.

25X1

**CONFIDENTIAL**